

**Date:** September 27, 2022  
**To:** Mr. William Pines, Executive Director, Maryland Transportation Authority  
**From:** Maryland Bicycle & Pedestrian Advisory Committee  
**Subject:** Recommendations for the Chesapeake Bay Crossing Study Tier 2 NEPA

In accordance with the requirement stating the Maryland Bicycle and Pedestrian Advisory Committee (MBPAC) advises the Administration on issues directly related to bicycling and pedestrian activity, the Committee offers the following recommendations related to the Tier 2 NEPA Chesapeake Bay Crossing Study.

### Recommendations:

1. If a new crossing is to be constructed, then it must include a barrier separated pedestrian and bicycle accommodation.
2. If an existing crossing is renovated or otherwise replaced, then the renovation or replacement should include a barrier separated pedestrian and bicycle accommodation.
3. The NEPA Tier 2 Study should include an evaluation that includes accommodation for bicycling and walking in all possible scenarios with a focus on mode shift, safety and economic impact
4. Generally, MBPAC recommends that any bridge or tunnel construction by a State Department or Agency or funded in full or in part by the State require accommodations for pedestrians and bicyclists.

Similar to the existing 4.3-mile bay crossings, the recently constructed Governor Mario M. Cuomo Bridge, a 3.6-mile span over the Hudson, 20 miles north of New York City, carrying I-87, includes barrier separated pedestrian and bicycle accommodations. Here in Maryland, both the Woodrow Wilson and the planned American Legion Bridge accommodate both pedestrians and bicyclists over the Potomac River.

Crossings of natural geographical barriers are built or renovated perhaps once in every other generation. Failure to include bicycle and pedestrian accommodation adversely impacts not only the current citizens of Maryland but those for the next 50 to 100 years.

Such accommodations can be tourism destinations in and of themselves as well as links to facilities on either end and with longer and multi-state trail networks. The separated bike/ped facility would provide safe access to and from scenic and historic byways on the Eastern Shore popular with cyclists as well as facilitate non-motorized transportation to and from communities on both sides of the Chesapeake Bay.

For all of the above reasons, MBPAC strongly recommends this project include at least a twelve-foot-wide barrier separated bicycle and pedestrian path. We would be glad to discuss this matter directly with the Study team or members of the Administration, at your convenience.



Sincerely,

A handwritten signature in black ink, which appears to read "Jonathan B. Morrison".

The Maryland Bicycle and Pedestrian Advisory Committee  
Jonathan B. Morrison, Chair

Reference

[Home | Governor Mario M. Cuomo Bridge \(ny.gov\)](#) – Run, Walk, Bike and Explore  
[Explore-The Bridge Path | Governor Mario M. Cuomo Bridge \(ny.gov\)](#)